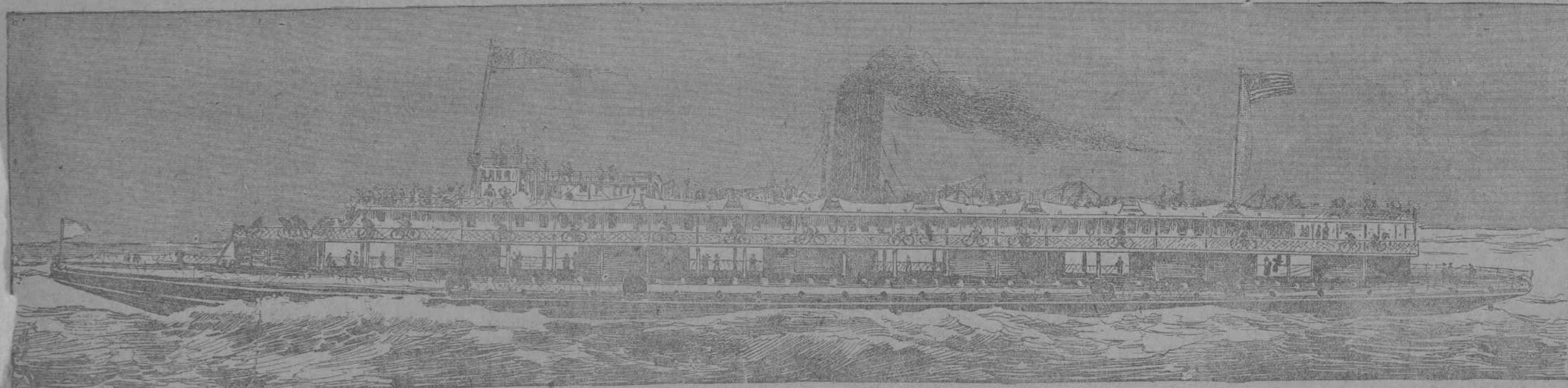


## FULLY EQUIPPED BICYCLE TRACK ON BOARD A BIG STEAMSHIP.



## CYCLING ON SHIPBOARD.

"Cycling" on Board a "Whaleback" Is the Latest Fad of Wheelmen.

A bicycle track on board a ship is the latest fad. There is but one, and it is on the "Whaleback" steamship, which plies between Chicago and Milwaukee. There will be a unique kind of whiling away on board of a voyage has met with popularity on Lake Michigan that the "Whaleback" will no doubt be called on to make suitable arrangements for daily spin of their passengers who are on to cycling.

The up-to-date tourist never thinks of the shores of America for foreign travel, without taking along the "Whaleback" steamship, which is the central point of the hour on land devoted to cycling.

The wheel is taken to the stateroom, no true lover of a cycle would permit to be stored in the hold or trust it to tender mercies of the porters. On days, when the sailing is smooth, the deck of such mammoth ocean steamers is a fine place for a spin.

Spain of Mafestio will present appearance of a fashionable cyclist. The Yale crew, on the coast the Atlantic to England, coast the promenade deck of the Berlin cycling path, and took their daily twenty miles as part of the training their coach, Bob Cook, never let them to relax.

"Whaleback" steamer at Chicago is the mammoth vessels coasted for service between Chicago and Milwaukee. Park during the World's Fair, which is on the lower deck, attracted especially for racing purposes high banked turns. It is one of a mile in circumference.

Rip from Chicago to Milwaukee is a four-hour run. Half of that time is over to cyclists who merely want to a quiet spin. The remainder is over to the racing men. Souvenir shops are offered to interest the men from time to time, and the programme contemplates contests between professionals for valuable cash.

A small fee is charged for the track, which defrays the expense of the trophies and prizes put up. It is a cycling track built alongside of road track for fifteen miles out of town, and trains run slowly for the benefit of the cyclists who may desire to mount or dismount, to exchange railroad for cycle or vice versa. The opportunities for cycling on shipboard are good and to long the stewards on the liners will be giving up a few additional coins in the outfit of machines, and competent instructors for beginners will be aboard each ship, and the inexperienced will take "road" or "deck lessons," while a cycle repair shop will be opened up below the engine room.

## A BICYCLER'S GUN.

pistol for a Revolver Has Been Invented That Can Be Attached to the Belt Like a Bicycle Bag.

The very latest suggestion for the protection of wheelmen who live in the suburbs of the city is a holster, attached to the belt like a bicycle bag and holding good-sized revolver. This is thought necessary on account of tramps, footpads and other objectionable people who so frequently molest or annoy women in the lonely streets both by day and evening. The holster is made of covert cloth, crash or woolen material, to match the costume, and is attached to the belt by means of a strap, the same as the ordinary bicycle bag. It is a little deeper than the revolver, and divided in the middle by a strong partition so as not to interfere with the usual accessories—the powder rag, the ammunition tablet, etc. The flap of the holster is fastened with a single button, so that at a sudden notice the gun can be grasped and the revolver drawn for immediate action.

There are to be small holsters of leather, just fitted to enclose a wheelman's revolver, and these lately be adopted by women of who rarely ride their wheels into and dangerous suburbs.

Question now is: Will the women be granted permits, or will the "Whaleback" be given only to that of women whose business takes them dangerous precincts?

Women who are ingenious can readily make a convenient holster, as they are extremely simple, and if the plain so-called market variety is too suggestive of a weapon they can adorn it with a jaunty, a bar running down directly from the saddle to the other side. The driving wheel can be lifted clear when coasting.

## BIKES FOR BABIES, TOO.

The Ingenious Tandem of Baby Carriage Hooked to Mother's Bicycle.

A nursery wheel! A regular "bike perambulator." Now the bicycling fathers and mothers, and even the nurse girl who owns her own bicycle, can all go wheeling and not leave the babies at home. For a long time humane and nervous people, as well as the officials of some of the societies interested in the welfare of children, have inveighed against the basket seat which bicycling parents have used on the handle bars of their wheels to trundle the "Baby, Baby, bunting in." Every now and then some scorching paternalist strike a stone, and the unoffending hair of the family is tumbled out without "with your leave or by your leave."

But the inventive activity which finds such an immeasurable field in bicycle patents has changed all that.

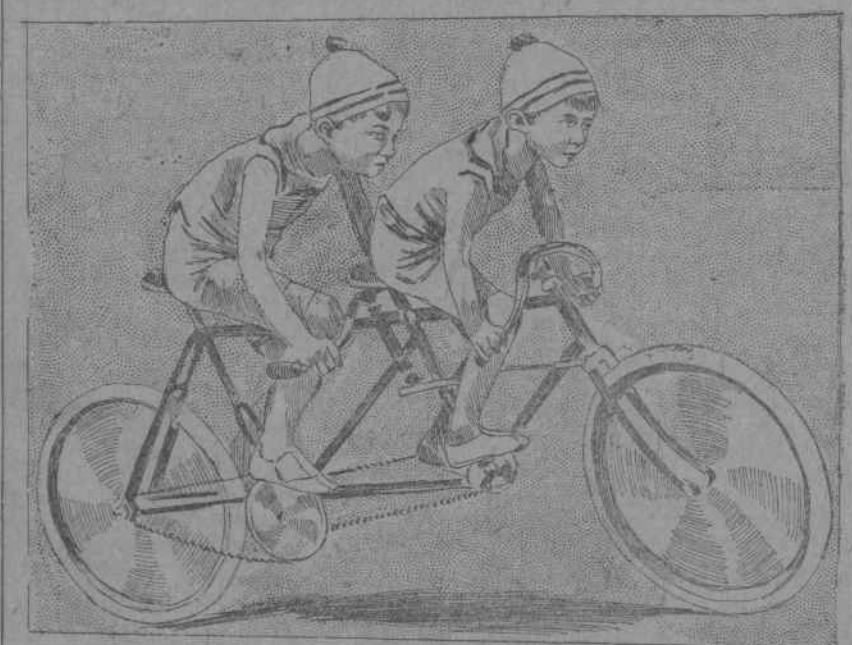
Mothers who have been at their wits' end to devise some means of heading the protest against the dangerous hammocks, and at the same time of containing their own-bicycle exercise, have in the new invention just what they need.

It is a combination of bicycle and pneumatic-tired baby carriage.

The baby carriage, in which twins or triplets can be carried as well as a single infant, is trailed astern, like an ordinary car behind an engine.

The device by which a coupling is effected is a simple one. There are two steel bars, which may be nickel-plated or enameled to match the bicycle. They are attached to the forward axle of the baby carriage, just as the trails of a buggy are.

## THE TINIEST TANDEM ON RECORD.



But the place of the horse is taken by the mother's wheel.

The forward ends of the steel connecting bars are attached, one on either side of the rear axle of the bicycle, but in such a way as not to interfere with the working of the machine.

The forward axle of the carriage is also turnable, so that there is no lateral strain to speak of on the bicycle. The man who conceived of this clever arrangement was led to it by living in Brooklyn, where the children are a multitude, and where he heard great complaint among fathers and mothers that there was no safe apparatus for the purpose. If these machines can be sold to even a fair percentage of bicycling fathers and mothers they will yield a giant profit within the next five years.

There is no reason why the ordinary bike and the ordinary baby carriage cannot be hooked up in this way. It is feasible from a mechanical standpoint, but the manufactured combination is lighter and indubitably easier to manage.

## AN ICE BICYCLE.

Wheelmen Will Not Have to Give Up Pedalling When the Frost Sets in.

Anywhere north of Boston, and in some places south of it, they are going to ride on ice bicycles. James Edward Leehan, of Boston, has patented an ice bicycle. The steering post extends to the ground and terminates in a skate. It is provided with a brake, by which two prongs of a fork, one on each side of the skate, may be pressed down into the ice to check progress. The rim of the rear or driving wheel has a flat tire fitted with spikes. A bar running down directly from the saddle holds the other skate. The driving wheel can be lifted clear when coasting.

## NURSERY CYCLE--THE NEWEST THING.



## THE MIDGET TANDEM.

The Smallest of All Bicycles Built for Two Is Ridden by Two Philadelphia Lads.

The tiniest tandem bicycle in the world is, beyond doubt, the midget wheel that is pictured on this page. The diameter of the wheels is but eighteen inches.

There are two little toddlers in Philadelphia, John and Lewis Benner by name, who, though their ages added together

## JEWELS FOR BICYCLISTS.

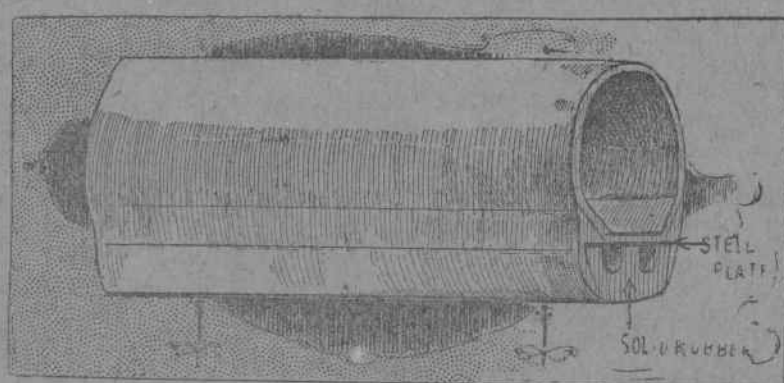
Odd Designs in Silver and Gold Made into Scarfpins and Charms.

Jewellers are now putting on the market unique designs in scarfpins and charms of either gold or silver, or sometimes a combination of both, made in the form of different portions of a bicycle. Some even show a complete machine.

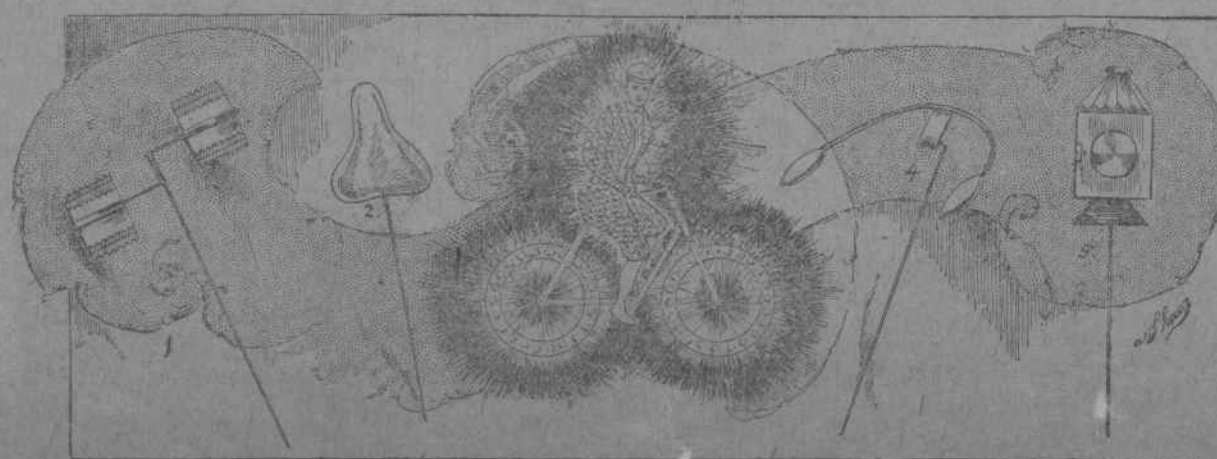
Among other articles displayed in a Broadway jeweller's window are some very novel designs in "bicycle jewelry." Among other things was a scarfpin worked into the form of a handle bar. The bar itself was of silver, while the handles were of gold. In the tip of each was a tiny ruby. Another design was a saddle and saddle post. The tiny post and rim of the seat were of silver, while the yellow leather cushion of the seat was represented by gold.

A more complete pin, for a lady, and one which could be worn either as a pin or a charm, was a bicycle complete in every detail made of gold. Mounted on this miniature wheel was a tiny figure of a woman, with not even the bloomers forgotten. In this novelty both the wheel and its rider are adorned with a number of small brilliants.

## TACKS CANNOT HURT THIS TIRE.



## JEWELRY FOR FOLK WITH THE BICYCLE CRAZE.



1. Pedal Pin. 2. Saddle Pin. 3. Jewelled Scarf pin. 4. Handle-bar pin. 5. Lantern Pin.

## A SCORCHER AT THREE.

The Youngest Bicycle Rider in the United States Astonishes Chicago.

The youngest bicycle rider in the world lives in Chicago. He is Anson Clark, son of Dr. P. L. Clark, and he is just two years and ten months old.

This tiny fellow began his wheeling career three months ago. After four lessons he rode with ease and assurance. To-day he is an expert in the full meaning of the term.

Master Clark is the wonder of all who watch his performances. He has the most perfect control of his wheel, and the latter is a marvel of minute mechanism. The machine was made especially for the baby rider, the model, detail and workmanship being an exact copy of a standard high-grade bicycle.

The wheels of the midget vehicle are fourteen inches in diameter. The frame is black enameled. Every piece of metal in the machine is of the best quality. In all probability it is the smallest practical bicycle in the world.

Master Anson has never received a serious fall during his experience on the road. He is disposed, however, to believe that the right of way belongs exclusively to him, although he yields gracefully when it is absolutely necessary to do so. He is a familiar object on the Chicago cycle paths and boulevards, and is generally seen in company with his father, who is a six-footer and an enthusiastic wheelman. The contrast of these two riders spinning along side by side is both interesting and amusing.

Only five weeks ago Master Anson was permitted to discard his baby kills for a

## THE THREE-YEAR-OLD SCORCHER.



fine pair of knickerbockers, and now he is as proud of his appearance as wheel as the veriest roadster. He has wonderful powers of endurance for such a wee lad and has frequently set the pace for riders five times his age.

As might naturally be supposed, it is difficult for his parents to restrain his all-consuming passion for "scorching," and though it is not likely that he will do much damage to the vehicles and pedestrians that cross his path, it is possible for a child of Master Anson's tender years to disable himself through over-exertion on the wheel.

Personally the boy is very bright and has quite an extended reputation for saving smart things. That he will develop into a wheelman of the very first rank no one will deny after watching him ride astride his diminutive bicycle and observing the nonchalant manner in which he pedals along the cycle path.

## BICYCLE LUNCH BASKETS.

Another Dainty Attachment Which the Bike Girl Thinks She Must Have on Her Wheel.

There seems no end to the things which the up-to-date bicycle girl needs. Now that the picnic days are here, a lunch basket which may be attached to her wheel is regarded as one of the necessities of the hour. The baskets are of wicker and the best are covered with waterproof to protect them from the dust. They are just large enough to carry a lunch sufficient for one.

But there is no law which forbids the bicycle girl, when she arrives at the "putt-for-two" period, and has a matrimonial prospect, to get a tandem lunch basket, and not eat, any more, all by her lonesome. "Fair play's for all play."

## PAYING FOR HER WHEEL.

The Bicycle Girl Economizes on Her Hats, Gowns and Lunches.

How do the bicycle girls get money enough to pay for their wheels? Is a question which the uninitiated observer finds hard to solve. The greater proportion of the thousands of young women who ride a wheel here in New York City are in but moderate circumstances. The majority of them are business women, self-supporting young women, with salaries varying from \$5 to \$15 a week. Yet thousands of them own a wheel, and generally an expensive wheel at that. That they must have been economizing as only a young person can who does so willingly and with an object in view is an apparent fact.

Of course, the terms on which bicycles are now sold are made very easy, and yet in purchasing all wheels a certain amount of money must be paid down and either weekly or monthly payments must follow. In addition to this there is the money for the wheel's accessories as well as its maintenance.

An \$85 wheel may be bought with a cash payment of \$20, and the rest paid at the rate of \$10 a month. A number of the cheaper bicycles require but \$5 down and the remainder may be paid in \$2 weekly payments. But no matter how easy the buying of a bicycle is made, the majority of the women who ride have been forced to economize before buying it, and many are the novel and individual methods of economy which they have pursued.

One young woman, who is a stenographer in a downtown office, told a Journal reporter that she had accumulated the money to make her first payment on her wheel by economizing for three months in her fare and lunches. She always walked across town instead of riding, as had been her usual custom, both night and morning, and many days she brought her lunch with her from home instead of going to a restaurant. The days when she did go to a restaurant her lunch bill never exceeded ten cents. Before this she had always paid twenty cents.

Another young woman, who is now an expert bicyclist, declared that from the time she decided to buy a wheel until it was her own she had not bought a single new gown. She admitted that she hadn't looked exactly stylish, but since she had bought her wheel she had been but of secondary consideration. An enthusiastic bicycle girl will never miss not having a number of new Summer gowns. Almost the only costume she has time to wear is her bicycle suit.

Still another young woman, who rides like a professional, made all the money necessary to buy a wheel and an entire bicycle outfit by doing extra work at night for months before-hand. Preparing to buy a bicycle has at least taught many young women one important lesson—the lesson of economy.

## SPOILED BY THE BICYCLE.

The Country Road Hotels and Restaurants Have Lost the Delights They Once Afforded.

One of the most noticeable results of the bicycle craze is the deterioration of the cozy old hotels and restaurants along the country roads within easy riding distance of New York.

There used to be a restaurant, for example, in an out of the way corner of Staten Island, the excellence of whose cuisine was a secret which gourmets guarded among themselves. This restaurant still exists, and its proprietor is waxing rich and fat, but its old patrons always speak of it sadly now, and in the past tense.

There, in days gone by, diners used to sit out under the trees in the golden weather and eat viands of a toothsome which can only be found in places where the chef is a connoisseur, in whom cookery is not only an art, but a religion.

But all this is changed now. Last Summer the old order of things continued to prevail to a great extent, but this year the revolution is complete. "They eat by scores under a big shed now," said a ported one eating in another last Sunday evening at the Martia. "There are four waiters now instead of one. Poor old alphonse has died of grief; I fancy. But the patron—where he used to take in diners three years ago, dollars now roll into his pockets."

"The reason is that he charges a dollar for a twenty-cent table d'hôte dinner, cooked in the worst possible style, and that, as his customers are now with hardly an exception wheelmen and wheelwomen, they arrive ravenously hungry, and as they are provided with an abundance of bad but cold red wine, they go away filled and satisfied. That is one reason why I shall never visit his place again, and why I shall perhaps follow my doctor's advice and go to bicycling myself. If I can acquire such an enormous appetite as cyclists seem to possess."